CLASSIFICATION ~~SECRET~~ SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT [redacted] 50X1-HUM

[redacted]

COUNTRY USSR/Austria (Soviet Zone)

SUBJECT IL-28

DATE DISTR. 20 Sep 1951

NO. OF PAGES 2

PLACE ACQUIRED [redacted]

DATE ACQUIRED

DATE OF

NO. OF ENCLS. (LISTED BELOW) 50X1-HUM

[redacted]

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THIS IS UNEVALUATED INFORMATION

[redacted] 50X1-HUM

[redacted] this aircraft was classified as a medium bomber, although [redacted] it could be used as a fighter under special circumstances.

3. [redacted] Details on the range of IL-28 were, at that time, still classified Secret, and only high ranking officers were familiar with such details. [redacted] the aircraft could fly a maximum of 2½ hours with a load of eight tons of gasoline. [redacted] not know whether this range of 2½ hours was with a load of bombs, personnel and armament. [redacted] On the other hand, [redacted] the aircraft could fly at a speed of 800 KPH with a full load, which included gasoline, bombs, personnel and armament [redacted] 50X1-HUM 50X1-HUM

4. [redacted] in the handbook on the IL-28 [redacted] there is nothing to indicate that a blister was located on the under side of the fuselage. [redacted] there were radar gunsights which were fitted on the plane. 50X1-HUM

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5.

The officers who attended the courses on the IL-28 included two squadron technical officers, six or seven flight technical officers, two electrical technicians, two radio technicians, two armament technical officers and from 13 to 15 aircraft technical officers. Of these officers mentioned above, only the radio technicians and the electrical technicians attended the courses at the 1st and 2nd Military Air Technical Schools in Moscow. The rest of the officers also studied in Moscow After the training in Moscow, all officers were sent to an aircraft plant in Kazan, where they remained for almost a month. Several of the officers who had been at Kazan said that no special school was set up within the plant but that a group of plant technicians conducted the training in the plant.

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6.

the VK-1 had eight combustion cans.

7.

8.

9.

10.

11.

the guns were fired electrically

12.

radar was used in conjunction with all turrets.

13.

14.

The squadron technical officer for special equipment (radio and electrical) (Tecknik Eskadril'i po Elektro Spetsialnomu Oborudovaniyu) is in charge of all electronics at a squadron level. There also is an officer at regiment, division and army level. The technical officer for radio receives his instructions from this officer. The engineering and armament officers have nothing to do with electronics.

15.

The bombardier-navigator (shturman) controls the plane on the bomb run.

16.

the nose guns on the IL-28 are used only for protection. Strafing was done by aircraft of the Il-10 type.

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